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Iron County Register

State Historical Society

F. P. AKE, Publisher.

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JOB-WORK

Best equipped Job Printing establishment in this section of the State. We insure satisfaction; prices reasonable.

TRY US.



AS YOU LIKE IT

Yes, we heat the house with wood fire—and we save money by doing it. We believe in regulating the heat according to the weather. That is the only way to be perfectly comfortable and avoid wasting fuel.

Cole's Original Air-Tight Wood Stove



For the secret of satisfactorily burning wood is absolute draft control. And you get it in no other stove but this. Air-tight construction with thin polished steel radiating surfaces, permits a slow and economical combustion from which every bit of heat is sent out into the room instead of up the flue.

It is a remarkably inexpensive heater, and you are losing both money and comfort as long as you do without one. Cole's, the Original Patented Air-Tight Heater is sold only by us. LOPEZ STORE CO. IRONTON, MO.



section, the valuation of the government owned railroads of Europe is very interesting. In Germany, the state owned railroads are capitalized at \$114,185 per mile, in Austria at \$120,692, in Hungary at \$69,210, in Italy at \$126,886, in Belgium at \$190,914, in Switzerland at \$102,950, in Roumania at \$90,113, in Japan at \$88,104, in New South Wales at \$71,391, while the private owned lines of the United States, regardless of what water may have been forced into them in specific instances, are only capitalized at \$63,944 per mile. Whatever inflation may therefore have been put into these properties in the past, the fact remains that their present valuation is much lower than that of the state owned railroads of Europe and what is still more important, the rates charged are the lowest and the service rendered admittedly the best in the World. In this connection, a statement contained in the last annual report of the great Deutsche Bank of Berlin which has a paid up capital and reserve fund of \$75,000,000 is interesting: "American railroads need higher freight rates. Their present rates are the lowest in the World—representing, for instance, but a fraction of the English railway rates—and this in the face of the fact that wages in the United States, on the average are fully twice as high as in Europe." Certainly this view of the privately owned lines of the United States, coming from Germany which has the most successful state owned transportation system in the World is worthy of grave consideration.

Letting Well Enough Alone. In view of these facts, the average citizen may well ask himself whether it is not best to let well enough alone rather than invite other ills we know not of—whether it is not wiser to cure such defects as may encumber the present system rather than run the danger of plunging this mighty industry into the whirlpool of party politics for all time with its attendant opportunity for evil of which the past affords such rich variety of experience. The United States is still a young country and in many sections only partially developed. Many new lines and extensions are needed here and there to give a wider opportunity to expanding Agriculture and Commerce and nothing could be more unfortunate or disastrous than that these favors could henceforth be obtained only by leave of the dominant political factions which will reign at the National capital in the years to come. Political parties are intensely human institutions and the average cautious citizen will prefer to leave the railroad expansion of the future to the economic law of supply and demand of communities rather than to place such a temptation for power in the hands of those who rise and fall in the field of politics. Furthermore, should the time ever come when the Government takes over the railroads it means that the people will have to forego the millions of taxes which they now pay. Many other things could be said upon this phase of the question, but space forbids. For sometime, the Government through the Inter-State Commerce Commission has been engaged in making a physical valuation of all our railroads as a matter of guidance for future rate adjustments. Again, we repeat, since the people absolutely control and regulate the railroads, is that not enough? Will it not be better to let well enough alone—to cling to that which is good and eliminate that which is bad from this time forward?

Increased Cost of Operation. We now wish to refer briefly to another phase of the problem: For a number of years the cry of the "high cost of living" has been everywhere abroad in the land. Time was, not so many years ago, when the farmer sold his corn at 25c per bushel. Now it brings from 50c to 75c. So, too, he sold hogs at 3c per pound, which now readily bring from 7c to 10c—while a good steer calf, which used to bring from \$10 to \$12 now sells for from \$20 to \$25. Nobody who knows anything about present land values or the farmer's cost of production will contend that he is not entitled to these increased prices. As a matter of fact, unless he is an exceedingly good manager and utilizes the best of modern Agricultural thought he is by no means getting rich at present prices—high as they may seem to the people in the cities who do not understand the cost attached to present day farming. To go back to the old prices here to receive would bankrupt, in a little while, every farmer in the Country—and the tendency of the future will be for the prices of farm products to go still higher rather than lower. Agriculture is the Nation's greatest fundamental industry and society must make the farm game sufficiently profitable to justify the man who is on the farm today and the farmer boys of the future to stay by the plow. Much has been said recently about the fact that the farmer does not receive enough for what he produces—that there is too big a waste in the channels through which his products pass before they reach the consumer and that he has some cause for complaint in this respect is undoubtedly true. However, the railroads can face such an inquiry

with a clear conscience—for an exhaustive investigation conducted by the Lehigh Valley Railroad some time ago shows that the farmer gets 50% cents out of the average dollar's worth of products he sells, the packers, local shippers, distributors and retailers 44% cents between them, while the railroads receive only 5c or one-twentieth of the dollar for the freight services they render.

So, too, there has been a steady advance in practically the entire realm of merchandise and manufactured products, whatever their nature, and the ever increasing toll in the cost of labor, steel products, lumber, cars, locomotives and other supplies has levied a tribute of untold millions upon the railroads which have not only been forbidden to increase their rates but on the contrary, in many instances, compelled to lower them.

Big Increased Cost of Labor. To give the reader an exact idea of how the cost of labor has advanced in the operation of railroads we quote the following increases in the daily wage from 1903 to 1913—a period of only 10 years: In the case of engineers it increased from \$4.01 per day in 1903 to \$5.24 in 1913—or an advance of 30 per cent; firemen from \$2.28 to \$3.16, or 38 per cent; conductors from \$3.38 to \$4.43, or 31 per cent; other trainmen from \$2.17 to \$3.06, or 41 per cent; machinists from \$2.50 to \$3.28, or 31 per cent—and all other classes of railroad operatives and employees in a more or less similar degree. While these advances have proven a great boon to the nearly two million men employed in the railway service and increased their capacity to buy from the merchant and farmer, they have exacted many millions annually from the railroads themselves—all of which made the general public better off, but the roads poorer.

Other Increased Costs. But there are many other items which have enormously increased the cost of railroad operation which we cannot go into because of a lack of space. The public is constantly demanding a more efficient and a safer service and hence the railroads have had to spend vast sums in installing block signals, steel passenger cars, doing away with grade crossings, straightening lines, heavier locomotives, better road beds, and supplying many other precautions protecting both their operatives and the public—all things very necessary, yet very costly.

Now, while labor, farm products, merchandise and manufactures and supplies of all kinds have steadily increased in price, the railroads, as stated before, have been compelled to reduce their rates in the face of this avalanche of ever-advancing cost of operation—and that all but the most powerful lines find themselves in an exceedingly critical condition is not to be wondered at. The farmer, the merchant, the manufacturer and the laborer justly insist that they would not be able to get along on the prices they received ten or fifteen years ago. How, then, can the railroads, which are the largest employers of labor and buyers of material in the United States be expected to exist on less than they received ten or fifteen years ago? In view of these facts, it is no wonder that President Wilson and other patriotic and careful students of the situation are speaking words of kindly admonition to the American public to the end that the railroads through whose giant arteries flows the very life blood of the Nation may not be wrecked and destroyed. Adv. (To be continued next week.)

A TEXAS WONDER.

The Texas Wonder cures kidneys and bladder troubles, dissolves gravel, cures diabetes, weak and lame backs, rheumatism, and all irregularities of the kidneys and bladder in both men and women. Regulates bladder troubles in children. If not sold by your druggist, will be sent by mail or receipt of \$1.00. One small bottle is two months' treatment, and seldom fails to perfect a cure. Send for testimonials. Dr. E. W. Hall, 2926 Olive Street, St. Louis, Mo. Sold by druggist—Adv.

Democratic Press Bulletin.

The State campaign was opened at Springfield, Tuesday by Gov. Major of Missouri, Gov. Dunne of Illinois and Senator Charles A. Towne of Minnesota. The crowd was immense and the enthusiasm unbounded. This is a Democratic year in State and Nation. Just as well get aboard the band wagon and make it unanimous.

Gov. Major is asking the people of the State to give him a Democratic Legislature this winter that he may carry his campaign for better schools and better roads to a successful conclusion. And the people who believe in better schools and better roads should vote that way in November.

If Democrats all over the country could fully appreciate the efforts that are being made by the opposition to gain control of the next Congress, every vote would be polled and counted for the Democratic nominees. The Wilson administration is on trial. The verdict will be rendered at the polls

FALL MERCHANDISE. We have just received a Splendid Line of FALL AND WINTER GOODS: Shoes, Hats, Blankets, Overcoats, Ties, Rubbers, Pants, Underwear, Caps, Comforts, Rubber Coats, Piece Goods, Overshoes, Wool Shirts, Clothing... Hosiery, Cloaks, Corsets, Shirts, Felt Boots, Sweaters. In fact, our FALL LINE is Very Complete. The Prices are now Very Low, the Goods of Splendid Quality! Our GINGHAM is the Bookfold "Amoskeag"—recognized as the BEST 10c Gingham in America. Our FLANNELLETTE is a Very Heavy Quality; Solid Colors on the "Amoskeag" Flannellette: a Great Value for 10c. NOTICE.—We have just put in the well known "DUST-PROOF" WARNER'S CORSET. B. N. BROWN. IRONTON, MO.

The Amendments.

JEFFERSON CITY, October 3d.—The ninth of the series of arguments on the measures to be submitted to vote at the coming election was today issued by Secretary of State Cornelius Roach. Those wishing to vote intelligently on Propositions Nine and Ten should preserve this article. The sole purpose in giving these arguments is to furnish information to the voter, and the Secretary of State is in no way responsible for assertions made on either side of any subject discussed.

The champions of Proposition No. 13 give the following reasons why the measure should be adopted:

- (1) Working women want the ballot to regulate conditions under which they have to work. There are 40,117 wage-earning women in Missouri.
(2) Housekeepers want the ballot to regulate conditions under which they and their families must live.
(3) Mothers want the ballot in order to regulate the moral conditions under which their children must be brought up.
(4) Teachers want the ballot to secure just wages and to influence the management of public schools. The vote of the National Educational Association during its 1914 session voiced the opinion of that body on the subject.
(5) Business women want the ballot to secure for themselves a fair opportunity in their business.
(6) Tax-paying women want the ballot to protect their interests.
(7) All women need the ballot because they are concerned equally with men in good and bad government, and are equally responsible for civic righteousness. They also need to be trained to a higher sense of social and civic responsibility, and the use of the ballot gives this training. The indorsement of Equal Suffrage by the General Federation of Women's Clubs, representing 1,700,000 women, shows that the thinking women of America want the ballot. The vote of the Missouri women at this Federation stood 47 to 5 in favor of indorsing Equal Suffrage.
(8) Woman Suffrage is now a political issue and with our sister States all giving their women the ballot, it will soon be a question of political expediency for Missouri to do likewise. The Missouri women want the ballot given to them without the loss of time and of thousands of dollars that women in other States have expended before gaining their political freedom.

OPPOSING ARGUMENT.

The opponents of Proposition No. 13 give the following reasons why this measure should be voted down: Insofar as woman suffrage would result in changing the result of elections by polling a vote in opposition to the male vote, its necessary effect would be to destroy the unity of the family, and for the reason it is wholly wrong and should be opposed. If, on the contrary, the female vote should follow the leadership of the male vote, then woman suffrage would be but a meaningless, useless and expensive addition to the already over-burdened election machinery of our State. In the State of Missouri, woman suffrage would completely destroy the existing balance of power between the

city and country people. We know what has often happened in the big cities of this State. Woman suffrage will double the voting power of St. Louis City, and we need not fear that the total registration in that city will always be counted. But our country women could not always get to the polls, and if they failed to vote their vote would certainly not be counted. Woman suffrage, therefore, would give to the city of St. Louis the power to dictate the politics of the State of Missouri.

WHY THE COST OF OPERATING RAILROADS HAS BEEN INCREASED

How the "High Cost of Living" Has Affected the Transportation Companies.

In the previous article the question of what the railroads do with the money they take in was briefly analyzed.

In this connection, it is opportune to remind the reader that nine-tenths of the abuses not only in the railroad world but in the entire field of industry and commerce are committed in the past and that American Business stands today on the threshold of a new idealism which should mean much for the future. In a great new country like ours, whose growth and expansion has been the marvel of the World, it was but natural that greed and selfishness should frequently show themselves in all lines of business activity and the railroads, of course, were no exception. But one by one these wrongful practices have yielded to an aroused public conscience which has not merely affected the business world but which has likewise taken hold of the realm of politics. Time was, not so many years ago, when large corporations were considered the legitimate prey of all who pursued them—and if they sometimes employed like means to protect themselves it must at least be admitted that the provocation was very great. But fortunately these things are past and gone. Never before in the history of the Republic has its politics and its business been conducted so much in the open as today and that every honest corporation in the Country welcomes the change goes without saying. It is therefore needless and futile to enumber the splendid era which lies ahead of us by continually reverting to things that constituted the mistakes of other days.

The Government Ownership Idea.

During the last few years the advocates of the government ownership of railroads have been somewhat persistent in the public press and the matter is referred to here, not with any idea of combating it but merely that the people may briefly see both sides of the picture. So long as a lot of men welcome the wrecking of the railroads on the theory that the government will take them over and that such a state of affairs would be preferable to private ownership it will be impossible to obtain from them a fair judgment of the latter system which now prevails in the United States. It is impossible to go into this great question at any length at this time but here are a few things worth thinking about: Much has been said in recent years about the "water" contained in American railroad securities and in this con-

Catholic Church Services.

ARCADIA. First Mass, Homily, 8:30 o'clock; High Mass and Sermon, 9 o'clock; Benediction, 7:30 P. M. PILOT KNOB. First Sunday of the month, 10:30 o'clock; Second and Fourth Sundays, 8:30 o'clock. GRANITEVILLE. First Sunday of the month, 8:30 o'clock; second and fourth Sundays, 10:30 o'clock. No mass at Pilot Knob or Graniteville on the third or fifth Sundays of the month. HISMAROK. Third and fifth Sundays of the month at 8:30 and 9 o'clock. REV. L. C. WEINERT, Pastor. REV. JOHN F. ADRIAN, Ass't.

Public Sale.

The undersigned will offer for sale at public auction at the Plant property, on College Street, in Arcadia, Mo., on Saturday, October 17, 1914, a lot of Household and Kitchen Furniture, consisting of bed room suits, parlor set, dining room set and other articles too numerous to mention. Terms, Cash. Sale to commence promptly at noon. MRS. NETTIE BOSWELL BUCKNER.

Wants Old Country Gold.

I will pay highest price for Old Gold—Pins, Chains, Rings, etc. Must be not less than 14 karats. French, German or Austrian makes preferred. H. ADOLPH, Jeweler.

TRUSTEE'S SALE.

Whereas, William F. Kopp and Bertha Kopp, his wife, by their certain deed of trust, dated the 15th day of August, 1908, and recorded in the office of the Recorder of Deeds in and for the County of Iron and State of Missouri, in book 46 at page 68, conveyed to the undersigned, John Prealey, Trustee, the following described real estate, situated, lying and being in the County of Iron, and State of Missouri, to wit: The north half (1/2) of the southwest quarter of section twenty-two, (22), in township thirty-five, (35), north, range three (3) east, containing one hundred and twenty acres, (120 acres), more or less; Which conveyance was made in trust to secure the payment of their certain promissory note and interest thereon, referred to in said deed of trust; and, whereas, the said note and interest are now past due and remain unpaid; Now, therefore, public notice is hereby given that at the request of the legal holder of said note, and in pursuance of the conditions in said deed of trust contained, the undersigned Trustee, named in said deed of trust, will sell the property above described at public vendue, to the highest bidder, for cash, at the courthouse door in the City of Iron, Iron County, Missouri, on Monday, the 20th day of October, 1914, between the hours of nine o'clock A. M. and five o'clock P. M. of said day, for the purpose of satisfying said indebtedness and the cost of executing this trust. JOHN PREALEY, Trustee. September 23, 1914.

Notice For Bids.

Notice is hereby given that I will receive sealed bids for the improvement of Main and Russell Streets in the City of Ironton Mo., until 5 o'clock P. M., the 22d day of October, 1914, according to the profile, plans and specifications on file in my office for the inspection of bidders. Each bidder shall file with his bid a daily certified check for \$100.00 to be forfeited to the City in case he is awarded the contract and fails to enter into same and give the required bond, and the successful bidder will be required to give good bond to said city in the sum of \$4000.00 conditioned that he will do and complete the work according to the contract entered into.

Republican orators and organs as usual are inaccurately describing the fiscal condition of the national government. The facts are that exclusive of emergency expenditures, the appropriations of the present session of Congress are \$36,510,985 less than the regular session under the preceding Republican Congress. "Why is it," the Republicans ask, "that it is necessary to impose special taxes to make good a deficiency in revenues?" The answer is easy. There is a great war in Europe, involving Austria, Hungary, Belgium, France, Germany, Russia, Serbia, Montenegro and Great Britain. During the last fiscal year these warring nations sold to the United States \$385,989,551 worth of goods, on which they paid tariff duties to the government amounting to \$125,811,000. The war has cut off

practically all of this trade and this revenue, so that in the coming year it will be necessary to supply that loss, due entirely to the European war, by special taxes. In the proposed revenue law two-thirds of this \$100,000,000 necessary to raise is to be produced through taxes, upon beer, wine, and other articles admittedly luxuries. These taxes are all temporary in character, and by the express terms of the bill the stampact will expire December 1st, 1915.

It is false to say that the Underwood Tariff Bill has failed as a revenue producer, for the fact is at the end of the first fiscal year of its operation it had paid all of the current expenses of the government, and left a surplus of \$33,000,000 in the general treasury.

There is more Catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven Catarrh to be a constitutional disease, and therefore requires constitutional treatment. Hall's Catarrh Cure, manufactured by J. C. Cheney & Co., Toledo, Ohio, is the only Constitutional cure on the market. It is taken internally in doses from 10 drops to a tea-spoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circulars and testimonials.

Address: F. J. CHENEY & CO., Toledo, O. Sold by Druggists, 75c. Take Hall's Family Pills for constipation.

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Said bids will be laid before the Board of Aldermen at its meeting to be held on the evening of October 23d, 1914, for its consideration. Said Board reserves the right to reject any or all bids.

R. E. GUNTON, City Clerk, Ironton, Mo. Have you tried the New drink called Chery Chic, which can be had at the Kandy Kitchen? Try Chery Chic. It's fine.—Adv.